(c) The details of the firms together with additional orders are given below:—

Name of the Firm	Nos. ordered
BWEL/Muzaffarpur	254
BWEL/Mokameh	332
Braithwaite	726
Burn/Burnpur	934
Burn/Howrah	1097
Cimmco	1066
H.G.I.	331
Modern Industries	448
Tommaco	1371
Railway Workshops	250
TOTAL	7000

(d) The original outlay in the plan for purchase of wagons during 1985-86, was Rs. 144.88 crores.

(e) The likely expenditure after additional orders will be Rs. 299.88 crores.

(f) Rs 152.60 crores is from General Exchequer to finance Capital expenditure and Rs. 2.40 crores from Depreciation Reserve Fund on replacement account.

Study on Bhopal Gas Victims

479. SHRI V. GOPALSAMY:
SHRI L. GANESAN:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the study conducted on Bhopal gas victims by the Industrial Toxicology Research Centre, Lucknow;

(b) if so, what are its findings;

(c) what measures have so far been taken to treat these victims by Government;

(d) what has been the result of treatment given to the victims; and

(e) what steps are proposed to complete the treatment and cure these victims?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI KRISHNA KUMAR): (a) Yes, Sir.

(b) The study indicated impairment of lung function, some decreased immunological competence, increase in haemoglobin concentration and symptoms of palpitation, loss of appetite, insomnia headache and certain biochemical parameters. These were observed in varying percentages in the total cases examined.

(c) to (e) While the immediate curative treatment is being provided by the State Government through its network of dispensaries and hospitals in association with certain voluntary organisations, the Indian Council of Medical Research has initiated 27 projects to study the medium-term and long-term health effects of the MIC expoture on the affected population. It is to early to indicate the impact of the treatment schedule as the effects of the MIC poisoning need to be studied over a longer period.

Railway Electrification

480. MISS SAROJ KHAPARDE: Will the Minister of TRANSPORT be pleased to state

(a) whether it is a fact that an International seminar recently held in New Delhi on railway electrification made certain recommendations,

(b) what are the details thereof;

(c) what are the details of the phased programme for the electrification,

(d) what is the track in Kms proposed to be taken up for the electrification during the Seventh Plan, year-wise and track-wise; and

(e) what are the agencies proposed to be involved in the project?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes. Sir. The International Seminar on Railway Electrification was a technical one and discussions were mainly confined to technological developments in all aspects of Railway Electrification in the International scene and only technological recommendations conclusions were made in the Seminar. The Organising Committee of the Seminar will be shortly submitting these recommendations to the Department of Railways.

(c) and (d) It is proposed to energise about 3500 Route Kilometres during the VIIth Plan period at the average rate of about 500—800 Route Kilometres per annum during the Plan period 1985—90. An outlay of Rs. 830 crores has been envisaged for Railway Electrification during the VIIth Five Year Plan. Trunk routes between Delhi and Bombay (both Central and Western Railway routes), Delhi-Madras Grand Trunk Route and Howrah—Bombay trunk route are expected to be brought under electric traction by the end of the Seventh Plan.

(e) Execution of Railway Electrification Projects is under the overall control of a Central Organisation for Railway Electrification assisted by a number of field construction units. In addition to this, two field construction Organisations are functioning on Southern and South Central Railways also under the control of these Zonal Railways.

Towns and hutments along Railway tracks

481. MISS SAROJ KHAPARDE: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have made any survey regarding Shanty towns and hutments which have sprang up near the railway track;

(b) if so, what are the details thereof;

(c) whether it is a fact that the Central railways have formulated a comprehensive plan to remove these towns and huts in a big way and to give rehabilitation grants;

(d) if so, what are the details thereof; and

(e) whether other railways also propose to take similar steps in the matter?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir, the Railways are periodically surveying the incidence of encroachments in the form of hutments near the Railway track on their lands.

(b) There are approximately 98,000 encroachments on railway land most of which are by way of unauthorised hutments. The details of encroachments in metropolitan cities and major towns are given in the statement attached.

[*See* Appendix CXXXVI, Annexure No. 3].

(c) and (d) The Central and Western Railways have plans to remove encroachments in Greater Bombay area in a phased manner under the provisions of Public Premises (Eviction of Unauthorised Occupants) Act, 1971. In the case of censussed hutments in Greater Bombay, the Central Govt. have agreed to provide a grant of Rs.2500/- per hutment to the State Govt. of Maharashtra for removal of the hutments and rehabilitation at alternative sites. The rehabilitation of the hutment dwellers is to be done by the State Government.

(e) There is no similar plan to give rehabilitation grant for re-settlement of encroachers on removal of hutments on other Railways.

Interim Relief to DTC Employees

482. MISS SAROJ KHAPARDE: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that there is a great resentment among the DTC staff for non-payment of interim relief to them;